

SMOKE SIGNALS

NEWSLETTER

CALENDAR

MAY 5

Club Meeting

Show & Tell

MAY 19

Club Meeting

Meroke Engine Repair Clinic

MAY 21

PAINTBALL SHOOTOUT

Lufbery Aerodrome



Send all suggestions to:
newsletter@meroke.com

BIRTHDAYS

Bob Henken
Dennis Osik
Sal Richichi
Harvey Schwartz

UPCOMING PROGRAMS

May 19 - Meroke Engine Repair Clinic - Bring us your tired, weak huddled engines to be reinvigorated with new Bearings .

June 16 - Lewis Schwab - lecturing on High Performance engines and how to convert them for use in sport aircraft.

July 21 - Stuart Chale - NSRCA (National Society Radio Control aerobatics) lecture on Pattern planes and flying. He will be giving demonstrations at the field during the day and will conclude his talk at the evening meeting.

UPCOMING RAFFLE PRIZES

Roy Southard notes that the raffle prizes will be OS 46, Kaos, Dolphin gp/ep, Avistar gp/ep. Magnum 70 4 stroke "blue head" and an OS 55 AX.

If you can not make a meeting have your buddy buy some raffle tickets for you and support our club.

****Urgent Message** Raffle tickets purchased at the April 21 meeting can be exchanged for May 5 raffle tickets...See April 21 meeting minutes.

EDITOR'S NOTE

There are plenty of PAINTBALL flyers available to be passed out, Please contact me and I will make arrangements to get them to you. Also the flyers will be available at both May meetings so you can pick them up then.

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MEETING MINUTES - April 7, 2016

The meeting was opened at 8:00 pm with the Pledge of Allegiance.

Roll Call: 27 members signed-in.

March 17, 2016 minutes not read due to absence of recording secretary.



Report Of Officers:

President: President: 1) There was a Field Controllers meeting at which many new rules were established. You can pick up a copy at the Park office.

Our first "Hot Dog Sunday" will be Sunday April 24th starting at 12pm.

Regarding "Paintball", the club will start a concerted effort to promote the event through local newspapers and flyers..etc.

Solar panels installed at Field One.

At the Whitman swap meet the donated planes brought in extra revenue for the club.

The county required "Specific Date" insurance for each event.

Treasurer: Treasury is in excellent health.

Vice President: No report

Recording Secretary: No report. Absent tonight.

Corresponding Secretary: Handled the minutes for Recording Secretary.

Video Librarian: No Report

Web Master: No Report

Building Program: No Report

Meeting Programs: No Report

Flight Instruction: No Report

Friends of Lufbery: No Report

Field Safety: Ted & Tony made up photos illustrating field boundaries and locations of the solar panels.

Membership: No first timers or any other potential new members

Club Archives: Nothing new to report.

Old Business: Refer to the President and Vice President's reports.

New Business: Refer to the President's report.

Coffee Break. (Prepared by: Al Weiner)

Show and Tell: 1) Rich Cappabianca - Tomcat ARF

Nelson Ramos - Pattern 90 ARF

Jerry Liebman - UPROAR Scratch built

Tony Pollio - KAOS 60 ARF

Raffle Winners: 3rd Prize: Sal Richichi - Epoxy

2nd Prize: Keith Folo - Fuel

1st Prize: Charlie Passante - OS 46 AX

Meeting Adjourned

SMOKE SIGNALS



MEETING MINUTES - April 21, 2016

The meeting was opened at 8:00 pm with the Pledge of Allegiance.

Roll Call: 27 members signed-in.

April 7, 2016 minutes were read by Gene (who graciously recorded them due to the absence of Richy Brunswick.



Report Of Officers:

President: 1) There will be no food sold to the public at the Paintball event. Food will be for members only. All monies collected at said event are on a donation basis only. We are not to ask for any specific amounts for paintballs. All money amounts are a donation!!! This can't be stressed enough. If someone doesn't want to donate they will get 5 paintballs and thats it.

Any and all event inquiries must go through Mark and nobody else. Again this point cannot be stressed enough. Promotion of the Paintball event must start immediately being that the event is only month or so away.

Mark went over "Day Of" work assignments.

Mark polled membership on who has the paintball planes and are they ready to go.

Mark went over preparations for our first "HOT DOG SUNDAY".

Mark would like to also have a "TEAM FUNFLY" at the event.

Mark polled the membership on who will be bringing engines for the "bearing replacement" seminar to make sure all can be accommodated.

Treasurer: Treasury is in excellent health.

Vice President: No Report

Recording Secretary: No report but thanked the board and membership for the get well card and well wishes.

Corresponding Secretary: No report **Video Librarian:** No report. **Web Master:** No report.

Building Program: No report.

Meeting Programs: Phil went over tonights lecture by Tom Hunt on everything electric. He also reminded us about the "Bearing Replacement" seminar next month and about Lou Schwab in June and Stuart Chaile in July.

Flight Instruction: No Report

Friends of Lufbery: No Report

Field Safety: No report

Membership: We had two new "First Timers" tonight. They were father and son, Peter Finocchio and Peter Jr..

Club Archives: Nothing new to report.

Old Business: Refer to the President's report.

New Business: Refer to the President's report.

Coffee Break: (Prepared by: Al Weiner)

Seminar: Tom Hunt on electrics. **See Page 4 of this Newsletter.**

Raffle Winners: Raffle was voided due to defective tickets

****Urgent Message** to all members who purchased raffle tickets at this meeting. Hopefully you didn't throw out your tickets because they will be used to purchase new tickets at the May 5th meeting due to the defective numbering on the vast majority of tickets!!!

Meeting Ended: Approximately 10pm.

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MESSAGE FROM THE PRESIDENT

Now the hard work begins! I'm talking about our annual Paintball Event Saturday, May 21. The paintballs have been ordered, the tanks are being charged and the guns prepared for arguably the most fun at Cedar Creek Park each year.

To make the most of this happening we must get the word out. Please speak with your neighbors, place flyers at your favorite local establishments and organizations. Members of the advertising committee please follow up with the media to ensure placement of ads especially in Newsday and Channel 12 etc. Members help by contacting our CD when you see or hear an ad.

Russ will be making remunerations at our next two meetings for advanced purchases so make sure you have proper documentation. For those committees who purchase goods and food the day of the event please provide receipts to him at the event for almost instant reimbursement. Our accounts should be reconciled following the conclusion of flying.

Just a reminder – please wear your red Meroke gear and hats to maintain a professional look. All assignments have been made but if you are not sure as to where you will benefit the club the most, please ask the leaders of the various committees.

We are hoping for a great turn out and a smooth running show to which we all contribute and are proud of. See you there.



MEROKE LECTURE SERIES - "Everything Electric"



If you missed the April 21 Meroke meeting boy o boy did you miss a great one. Thanks to Phil Friedensohn, who has been providing us with great guests in the past and has a wonderful line up planned in the future, the club was treated to a wonderful presentation by Tom Hunt. Tom Hunt - AMA Hall of Fame Honoree, NEAT fair CD and Organizer, Aeronautical Design Modeling Engineer, spent the better part of our meeting, and could of spent another two hours or more, discussing "Everything Electric" sharing with us his expert knowledge on all things from Design, construction, power plants and how to understand all the electrical components.

Tom's in-depth lecture was not only fascinating and enlightening but also fun and and incredibly informative. I was on the edge of my seat from the moment he said "Hi I'm Tom Hunt..." I believe everyone who attended came away smarter and a bit more inquisitive when it comes to electric flight. I know I left the meeting with questions and knowledge that I will explore in the future.

All I can say to you is that Phil came up ACES last meeting and it would be a wise decision for you to make sure you attend the upcoming events in the series no matter what plans you need to reschedule no matter how you get there whether it be by car, bike or stagecoach, GET TO THE MEETING!

SMOKE SIGNALS

ASK  DR PHIL

Dear Dr. Phil,

Does it matter what size fuel tank I use with my engine? I would like to increase my flying time by adding a larger fuel tank.

Thanks,

Joey Smart

Hi Joey,

Three forces act on fuel flow to the engine. They are gravity, head pressure and muffler pressure. The fuel tank's size depends on the engine's displacement. The .25 cu. in.-displacement engines use 4- to 6-ounce tanks, .40-size engines use 8- to 11-ounce tanks, and .60-size engines work best with 12- to 16-ounce tanks. Size does matter with fuel tanks. Why can't we just put a 16-ounce tank behind a .25 cu. in. engine and fly for an hour? Because of something called "head pressure," which is one of the forces pushing fuel into the engine.

The weight of the fuel itself is acting to push it through the small opening, into the engine. The larger the tank size, the heavier the fuel is and the greater the force pushing it out of the tank. In the .25-engine scenario, the needle valves would have to be set extremely "lean" to compensate for the full tank's high head pressure. But as the tank empties during flight, the head pressure drops. Approximately halfway into the flight, the pressure gets so low that the mixture settings, made with a full tank, are too lean. The engine dies in the next vertical climb or high-gravity ("high-G") maneuver. The initial mixtures could be set extra rich to compensate, but then the first half of the flight would be underpowered, if the aircraft could even take off, and not much fun at all.

Dr. Phil,

How do I safely dispose of lithium-polymer battery pack?

Thanks,

Ives Burnout

Hi Ives,

Throw them in the bushes and walk away. JUST KIDDING !!

To dispose the lipo batteries. Discharge the battery until its voltage reaches 1.0V per cell or lower. For resistive load type discharges, discharge the battery for up to 24 hours.

Submerge the battery into bucket or tub of salt water. This container should have a lid, but it should not need to be air-tight. Prepare a plastic container (do not use metal) of cold water. And mix in 1/2 cup of salt per gallon of water. Drop the battery into the salt water. Allow the battery to remain in the tub of salt water for at least 2 weeks. Remove the battery from the salt water, wrap it in newspaper or paper towels and place it in the normal trash. They are landfill safe.

See you at the field,

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BACK TO BASICS - by Nelson Ramos

Recently I saw an experience flyer destroy his low wing model on the runway landing. This particular flyer I've seen him fly all sort of models, sport, war birds, low wing, mid wing, high wing models. With some years behind flying well.

What Happen!

He forgot the basic of landing; as a result he has one less model. With the start of spring flying season upon us. I have some novices which I teach flying. The basic of landing a model is learning how to fly slow, very difficult at first because the control doesn't respond quickly. After the novice learns how to control the model at low speed it's time to learn landing. Teaching the approach entrance to the runway with the correct speed and altitude. This leads to what we call the threshold. Entering the threshold just right will lead to easy land over the runway.

The Answer!

This is what happens! After you hit the threshold entering just right with the correct speed and altitude, speed is essential with the flare just as the plane touches the runway.

This modeler with all the years of experience was low on the runway only pulled on the elevator with no speed stalled the model. Completely destroyed this model. All he had to do was give it one or two clicks of throttle giving just enough airflow for an easy landing. Remember a model land with some speed not just elevator. All models have a stall speed, the trick is to know where this is. If you continue to pull on the elevator on landing the model will stall, one wing will drop creating a cartwheel braking up the wings and fuselage.

HOW!

How to fine the stall speed of a particular model? Fly high about two mistake high, enough altitude to recover. Trim the model for straight and level flight. Parallel the model with the runway nice and high start to reduce speed. After reducing speed input some elevator keeping the nose level, as you low down input some more elevator when you see a wing drop this is you stall speed.


Learning!

I teach my students how to control the descent, with low speed and some elevator input keeping the nose level. Now to stop the model from drifting down just clicks some throttle. While still holding the elevator but just enough low speed throttle to keep the plane from falling from the sky. This is the start to landing. I will have a novice exercise this maneuver over and over again until he gains some confident.



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Flying with Flaps

Article thanks to Phil Friedensohn who found it in 

Sooner or later, many RC modelers try their hand at a scale subject, and since most full-size aircraft use flaps, their scale model should include them as well. A scale model with the flaps fully deployed is an impressive sight. This will most likely be the pilot's first exposure to flaps since most of our sport models don't use them. Flaps are terrific; they can transform that hot P-51 from a bear to a pussycat on landing. They can, on the other hand, present problems if misused.

This impressive Westland Wyvern is the work of David Wigley. The model weighs 50 pounds and features scale Fowler flaps, which increase both drag and wing area when deployed.



The BH Models Trojan slows to a crawl with flaps deployed.

Next time you fly in a large commercial airliner, take note of the transformation of the wing prior to takeoff and landing. Airliners or other fast aircraft achieve their eye-popping performance through the use of small, thin wings. The problem with this type of wing is that they stall at high speeds and consequently the takeoff and landing speeds are also very high. When flaps are lowered they change the wing's



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To see this full article go to: www.modelairplanenews.com/newsletter/?nid=207012&utm_source=MagnetMail&utm_medium=email&utm_term=friedensohnpdhotmail.com&utm_content=ManFenws%5F1%2E8%2E16&utm_campaign=Epic%20Crash%20Video%20%7C%20Masking%20%26%20Spraying%20Tips%20%7C%20Flying%20with

Top 100 Airplanes

Flying Magazine is proud to introduce Flying's Top 100 Airplanes, a web-based compendium that names the 100 best, most significant and most compelling aircraft designs of all time.

The list of authors who contributed to the project includes test pilot and airshow legend Bob Hoover, golf Hall of Famer Arnold Palmer, Hollywood A-lister Harrison Ford, NASA astronaut Robert "Hoot" Gibson, aviation training pioneer Hal Shevers, former Cessna CEO Jack Pelton, and more.

Click through to check out which airplanes made the list, and which didn't, and in the process fall in love all over again with some of your favorite aircraft of all time.

101. MiG-21

The MiG-21 was the original "Lightweight Fighter." Flown by over 50 nations, it continues in use with 19 countries. Powered by a Tumansky turbojet of 12,650 pounds thrust with top speed over Mach 2.0, it is simple and robust, with excellent performance. At maximum gross weight of 15,650 pounds, it has a thrust to weight ratio of over 0.80 for exceptional acceleration and climb. It employed a lighter wing loading than other fighters of its day and was therefore able to outturn virtually all of its competitors. It is the most produced supersonic fighter, more than 11,400 having been built. — Robert "Hoot" Gibson



To see this full article go to: <http://www.flyingmag.com/photo-gallery/photos/top-100-airplanes?image=1>



MEROKE RC CLUB

ANNUAL AMA SANCTIONED

PAINTBALL

SHOOT OUT

SATURDAY MAY 21, 2016

11:00 AM - 4:00 PM

Rain Date MAY 22, 2016

LUFBERY AERODROME
CEDAR CREEK PARK, SEAFORD, NY

FUN FOR ALL AGES

SHOOT THAT PLANE OUT OF THE SKY

Children under the age of 12 require adult supervision

FOR MORE INFORMATION, PLEASE VISIT OUR WEB SITE AT www.meroke.com